

FALLBROOK COMMUNITY PLANNING GROUP
Land Use Meeting Minutes
Tuesday, January 13, 2014

There was a site tour at the 2.14 acres located at the west end of Devon Drive. After the site tour, the Land Use Committee Meeting was called to order at 10 am at the Palomares House, 1815 S. Stagecoach Lane, Fallbrook. Those present were, Jack Wood, Roy Moosa, Jerry Kalman, Ann Burdick. Absent were: David Jones, Jackie Heyneman, Eileen Delaney, Ike Perez, Lee DeMao, Jeff Marchand. There was not a quorum.

1. Open Forum. Opportunity for members of the public to speak to the Land Use Committee on any subject matter within the committee's jurisdiction but not on today's agenda. Three minute limitation. Non-voting item. **John Allen representing the Southern California Youth Alliance discussed an upcoming multi-unit apartment project at the corner of East Aviation and Old Stage Road. It will be low income housing with 34 units and a community center. Currently there is a business there and 3three single family residence, all of which will be replaced. He felt that the project would be a good addition to the area and would fulfill a need for affordable housing. He stated that they plan to widen Old SDtage Road from the property line to the corner of Aviation. He wanted to make the committee aware of the project and will return when an application has been submitted.**
2. Approval of the minutes for the meeting of September 09, 2014. **Ann Burdick recommended approval and there was unanimous consent.**
3. Exception Modification Request for TM 5449. Request for the Fallbrook Community Planning Group (FCPG) and the Land Use Committee to review the proposed Modification to the Improvements required for TM 5449 located North of Reche Road and West of Ranger Road. The applicant completed the first review by County Staff of the Construction Drawings and found the project to not be financially feasible for the owner to develop. This was due, in part, to County Staff requiring the project to use Reinforced Concrete Pipe to extend the two existing 54" Corrugated Metal Pipes to allow for the road widening. Due to the drainage pipes being dissimilar materials there would need to be a concrete Junction Box built at two locations. The owner requested the preparation of revisions to the County of San Diego for their review. After several meetings with County Staff we have agreed to place the existing dry utilities underground, combine the Trail and Bike lane which would be located onsite instead of contiguous to Reche Road. The applicant has come up with two options for the Trail relocation.. The preferred location would be along the Metropolitan Water District (MWD) easement as this would create the least impact on the Biological

Open Space but would require a public easement to be within the MWD easement. The second option is to place the Trail/Bike lane closer to Reche Road which would require the construction of two crossing along the existing water course and have more impact on the Biological Open Space. After our last meeting with County Staff they requested that the FCPG review the request and supply them with recommendations. Applicant and contact person, Jim Eyerman, 760-723-2385, Cell: 760-525-2121, jim@elsurvey.com. County planners kenneth.brazell@sdcounty.ca.gov and, Mark Slovick DPLU mark.slovick@sdcounty.ca.gov. **Land Use Committee**. Community input. Voting item. (12/7)

The applicant, Jim Eyerman stated that the project, which has been before the Planning Group before, did not pencil out with the requirements stated. He reviewed each item as listed below. After reviewing each item one by one, the committee felt unanimously that his proposed requests were reasonable and practical.

County Request:

Standard Condition 8 Undergrounding Existing Dry Utilities along Reche Road

All new and existing utility distribution facilities, including cable television lines, within the boundaries of the subdivision or within any half street abutting the subdivision, shall be placed underground in accordance with section 81.403(a)(6), of the Subdivision Ordinance. The subdivider is responsible for complying with the requirements of this condition, and shall make the necessary arrangements with each of the serving utilities, including licensed cable television operators, for the installation of such facilities. The subdivider shall either provide the Director of Public Works with documentation from a licensed cable television operator stating cable television service is available, or with documentation that the Cable Television Review Commission has reported that no licensed cable television operator is willing and able to provide service to the subdivision. [DPW - Development Review Section]

Applicant's response:

We propose to underground all new facilities but would like to waive the requirement to underground the existing utilities along Reche Road. Due to the potential environmental impacts of removing the existing power poles and placing the dry utilities underground within the Openspace easement we request to waive that portion of the requirement. Seeing that there would then be no

reduction of power poles we request that this condition be waived per Board of Supervisors Policy I-92. The cost involved to underground these facilities affects the financial feasibility of the project. This requirement does not conform to the surrounding area.

Land Use Committee agreed with applicant.

County Request:

Standard Condition 10 Street Lights

The subdivider shall construct to the satisfaction of the Director of Public Works, a public street lighting

system that complies with the following conditions: {DPW – Development Review Section}

a. All fixtures shall use low pressure sodium vapor light source

b. Deposit with the County of San Diego, through the Department of Public Works, a cash deposit

sufficient to:

Energize, maintain and operate the street lighting system until tax revenues begin accruing

from the subdivision for those purposes.

Pay the cost to process lighting district administration of this project. After recording of Final

Map, the subdivision shall be transferred without notice or hearing, to Zone A of the lighting

district to operate and maintain the system.

Applicant's Response:

There is an existing street light at the intersection of Reche Road and Old 395, at the intersection of Ranger Road and Reche Road and at the intersection of Gird Road and Reche Road. Installing street lights 7' off the edge of pavement would place them on the top of the existing cut slope or in sensitive environmental areas. The Street Light Specifications (2006) show this as a High Pressure Sodium area not Low Pressure Sodium seeing that we are more than 15 miles from Palomar Mountain Observatory. High Pressure Sodium will yield more light.

1. Adding street lights to this rural area would not be in conformance with the surrounding properties.

2. The cost to add street lights to this area impacts the financial feasibility of the project.

We request that this condition be modified to require one street light at the intersection of the proposed street (Trinity View Place) and Reche Road on the existing power pole located at the Northeast corner of the intersection.

Land Use Committee agreed with applicant.

County Request:

Standard Condition 12 Riding and Hiking Trail System

If dedicated, or if shown as non-title information on the Final Map, improve the Riding and Hiking Trail

system to the following design standards to the satisfaction of the Director of Public Works: [DPW –

Development Review Section]

a. The trail shall contain a minimum eight feet of tread width with drainage structures as necessary

b. The trail surface shall consist of the native soil; where the soil is highly erosive or will not support

the traffic, a tread surfacing material such as decomposed granite, which will blend with the

natural environment, shall be provided

c. Trail gradients shall not exceed 15 percent. Where natural grades exceed 15 percent, sufficient

width for switchbacks shall be provided to accommodate a 15 percent gradient trail.

d. Trails shall intersect roads at approximately 90 degree angles

e. The trail system shall be continuous through the subdivision

f. Points where the trail exits the subdivision shall be coordinated with existing or planned trail

locations on adjacent property

g. Off-road vehicle barriers shall be constructed whenever there is a break in the fence line that

would allow access. (Department of Public Works will provide specifications.).

h. Trail marker signs, as approved by the Director of Public Works, shall be installed at trail

entrances to provide identification.

Applicant's Response:

There are no trails or pathways within the project area. Therefore, this is not in conformance with the surrounding area. The properties to the East are at the minimum lot size so the continuation of this trail is unlikely. The contiguous parcel to the West is developable but the pathway would impact the environmentally sensitive area, the next 5 parcels to the west are at the minimum lot size so the continuation of this trail by private parties is unlikely. Request to waive the requirement for a Trail along the property frontage. Land Use Committee agreed.

Land Use Committee agreed with applicant.

County Request:

C.2.a Reche Road Improvements

Improve or agree to improve and provide security of the construction of Reche Road along the projects

southeasterly boundary in accordance with the Public Rural Collector Road Standards, to a one-half graded width of 42 feet (42') from the centerline with twenty feet (20') of asphalt concrete pavement over approved base, with 6" AC berm and ten foot (10') DG pathway, with face of 6" AC berm at twenty feet (20') from centerline, and with berm returns at the intersection with Ranger Road and Valley Oaks Boulevard North (Trinity View Place). The bike lane will be 8' wide to serve to be a combination bike lane/emergency parking shoulder. The dry utilities shall be located under or behind the 10' DG pathway. Provide grading and improvement to meet County Pathway Standards. All of the above shall be to the satisfaction of the Director of Public Works.

Applicant's Response:

The existing paved section along the project frontage of Reche Road is approximately 25'-27'. This paved section continues easterly to the intersection of Old 395 and westerly toward Fallbrook for many miles. The centerline of the Right of Way of Reche Road is typically south of the centerline of improvements. From the Right of Way centerline to the existing edge of pavement is between 13'-16' which would require 4'-7' of additional pavement to meet the 20' half street improvements. The widening of the existing roadway along the project frontage including transitions is approximately 900' long.

1. Widening a 900' section of the roadway to a 20' paved section would create an area that is not in conformance with the surrounding improvements. The transition at either end of the 900' long sliver creates a confusing and unsafe area for the existing traffic.
2. Existing Traffic Study states that this project creates no "Direct" impact to the traffic along Reche Road.
3. The required improvements along Reche Road will affect the Environmentally sensitive areas.
4. The widening of Reche Road will affect the existing drainage pipes constructed under the roadway. Extending these drainage pipes has substantial financial impacts to the project and is detrimental to the environmentally sensitive area.
5. These improvements will not have a material benefit to the traffic circulation on Reche Road.

We request to reduce the road improvements along Reche Road. We propose to retain the existing condition from Ranger Road to the Westerly line of the proposed Limited Building Zone easement. From the Westerly line of the proposed Limited Building Zone Easement to the Easterly return of Trinity View Place (188 feet) we propose to widen the one half street to within 2 foot of the existing power pole. This would widen the one half street to 20 feet at the said Easterly return of the onsite road and transition back to

the existing edge of pavement at the Westerly line of the Limited Building Zone. We propose to not install curb along Reche Road because that would be in conformance with the surrounding areas rural atmosphere. We would also like to request the removal of the requirement for a Bike lane because there is not a Bike lane within the project area to tie into. The majority of the surrounding properties are built out to minimum parcel size so the continuation of the bike lane is unlikely and it would impact the environmentally sensitive area.

Land Use Committee agreed with applicant.

County Request:

C.2.b. Ranger Road Improvements

Improve, or agree to improve and provide security for Ranger Road along the project frontage, in accordance with Public Residential Collector Road Standards, to a graded one half width of thirty feet (30') with twenty feet (20') of asphalt concrete pavement over approved base, with 6" AC berm, with face of 6" AC berm at twenty feet (20') from centerline. Provide transitions, drainage and other provisions on and offsite to meet intersectional improvements including curb returns with Reche Road on the south end and on the north end meet the existing improvements of Ranger Road. All the above shall be to the satisfaction of the Director of Public Works.

Applicant's Response:

The existing paved section along the project frontage of Ranger Road is approximately 27' in width. This paved section continues Northerly to Mission Road and in some places narrows to less than 27'. The centerline of the Right of Way for Reche Road is easterly of the centerline of the improvements. From the Right of Way centerline to the westerly edge of pavement is approximately 14'-16' that would require 4'-6' of additional pavement to meet the 20' half-street requirements. The roadway flares out and is wider at the intersection of Reche Road and constructed with an inverted crown that drains off the westerly side of the roadway near the intersection with Reche Road. The widening of the existing roadway along the project frontage including transitions is approximately 425'.

1. Existing Traffic Study states that this project creates no Direct impact to the traffic along Ranger Road.
2. We are proposing to exclude Lot 17 from the subdivision and designate it as a Remainder Parcel therefore no lot will take access along Ranger Road.
3. The costs to improve this portion of Ranger Road for access for Lot 17 is not financially feasible. Please note that when this project was submitted for Tentative

Map review there were two additional Lots (3 total) that would have taken access along Ranger Road.

We request to waive all improvements along Ranger Road including the water and sewer line extensions to service old Lot 17 the new proposed Remainder Parcel

Land Use Committee agreed with applicant.

County Request:

C.2.j Ranger Road Sight Distance

A registered civil engineer, a registered traffic engineer, or a licensed land surveyor shall provide a signed statement that: Physically, there is a minimum unobstructed sight distance along Ranger Road from the driveway of Lot 17 for the prevailing operating speed of traffic on Ranger Road, per Section 6.1 table 5 of the County Public Road Standards (approved March 3, 2010)". Any vegetation currently obstruction sight distance shall be removed or cut back. If the lines of sight fall within the existing public road right-of-way, the engineer or surveyor shall further certify: "Said lines of sight fall within the existing right-of-way and a clear space easement is not required."

Applicant's Response:

1. We are proposing to not include Lot 17 within this subdivision and designate it as a Remainder Parcel therefore no developable lot will take access along Ranger Road.

We request to waive the Sight Distance requirements for Reche Road.

Land Use Committee agreed with applicant.

County Request:

C.15d Existing Structure Removed

Prior to approval of a Final Map, the subdivider shall provide evidence that all existing structures shown on the Tentative Map "to be removed or relocated on site" have been removed/relocated to the satisfaction of the Director of Public Works.

Applicant's Response:

The existing structure burnt down during the Rice Fire and the County of San Diego removed the remains. The redesigned Lot 17 would include the area where the old residence was located and be designated as a Remainder Parcel.

Land Use Committee agreed with applicant.

County Request:

C.17d Relinquish Access along Reche Road

Relinquish access rights along Reche Road to the satisfaction of the Director of Public Works.

Applicant's Response:

We request to waive this condition along the frontage of the Proposed Remainder Parcel.

In conclusion, the cost of the improvements that are currently required for this project have a substantial impact on the project to the point of it not being a financially feasible to develop the property. The required improvements take away from the Rural atmosphere of the surrounding area. Potential impacts to environmentally sensitive areas could be limited with a reduction of the improved width of Reche Road. By reducing the improvements along Reche Road the construction time will be reduced. This proposal would be safer for those that travel Reche Road as well as the neighbors that live in the area. A change in policy has County Staff requiring concrete Storm Drain box clean out be constructed at each culvert pipe extension. They also required RCP rather than CMP which is existing. This also created a substantial increase in construction costs.

Land Use Committee agreed with applicant.

4. TPM21217 Request to subdivide the 2.14 acres located at the west end of Devon Drive (APN 106-052-37) into 4 lots for 4 single family dwelling units. Owner Tim Rosa Realty Inc., 760-723-1506. Contact person Ron Ashman 858-571-0562, crewengineering@gmail.com. **Land Use Committee**. Community input. Voting item. (12/29)

Ron Ashman stated that North Country Fire has already approved the submitted Fire Protection Plan and that all that was being requested was to subdivide the parcel so that the parcels can be sold. The committee saw no issues with the plan as long as county requirements were met and recommended approval as presented.

The meeting ended at 10:40 AM.

Submitted by

Roy Moosa